

CAR STRIKE'S END HAILED WITH JOY

Crowds Happy for Chance
Even to Stand in Shouts
Speedsters.

GUARDS WEAR FLOWERS

I. R. T. Men Talk of Running
Motorman Connolly for
Mayor.

When New York awoke yesterday morning and found that the Interborough strike had ended and that normal service had been restored on all subway and elevated lines, it was as happy as a child with a new found toy. Never before since the great transit systems were established had people said so many nice things about them as they did yesterday morning. Every Manhattanite, Bronxite or Brooklynite who descended into the Shant's caverns from Van Cortlandt Park to Atlantic Avenue, Brooklyn, were upon his countenance a broad and satisfied smile. So far as could be learned not a single guard, ticket agent or gate man was called down by the irate traveler, because there were no such animals to be found. One work day with the greatest ease of transportation closed had been enough to tame the most confirmed cranks in the city.

Stranger Vehicles Vanish.

For after lying for practically two days in a state of coma, the traction cars had come to life again and were on the job, getting New York's millions to work in record time. The large force of police which had been guarding the Interborough power plants and all parts of the great system since the strike was called by the employees' brotherhood at 4 o'clock Sunday morning, had dispersed after its most uneventful vigil.

Likewise the motley lot of vehicles that had jammed up the thoroughfares on Monday and contributed largely to the general confusion and snarl had completely vanished. A few busses that appeared early in the day at points where travel is thickest found that the public had not the slightest use for them and gave up operations.

The ferries and other river craft which furnished partial aid on Monday were likewise carrying their normal crowds once more, and the vessels pressed into service for the emergency had quit altogether.

During the early rush hours the elevated trains in Harlem ran on a headway of from four to six minutes. In all parts of Manhattan and the Bronx the underground and elevated service was going along at its accustomed pace. The suburban trains on the New York Central Railroad took on in the morning many passengers at their Bronx and Harlem stations who had not learned of the resumption of Interborough service.

The surface lines, which had been somewhat hampered by the trouble which the Interborough had in supplying men with power, were able to get all that they needed, for the power house news had returned at the appointed time.

On this grand occasion there were perhaps none happier than the guards, motormen, station men and other employees of the big traction line. These were the men who made the big city walk.

Many of them were flowers in their caps in celebration when they went back to their jobs, and when questioned as to what they thought of the outcome of the strike, they generally expressed complete satisfaction. Several of them remarked that they felt that an immediate 25 per cent. wage increase was far better than the prospect of a prolonged strike for more which might never be obtained.

Talk of Connolly for Mayor.

Of a large number that were interviewed in the walkout lay in their praise of Public Service Commissioner Nixon, to whom they give credit for the settlement. Every one condemned Mayor Hylan, who they seemed to feel, was opposed to them from the outset and might have averted the strike by a little tact when the committee of car men called upon him at City Hall last Friday.

The fighting Irishman who led these men in the walkout lay in bed in his Yonkers home getting the first sound sleep he had been treated to since last Wednesday, when the men first submitted their demands to the company. Praise of his efforts took a strange turn at their headquarters in Queensboro Hall, Forty-second street, several fellow members talked of this, that, Patrick J. Connolly, as a prospective candidate for the office of Mayor of the city of New York.

Red Mike pulled a bone when he said Connolly didn't represent us," said one of the boys at headquarters, "with him with a man, 15,000 strong, and any one could see it from the way the fellow grabbed Connolly up and carried him around on their shoulders the other day."

Asked what they thought of the anonymous letters which the Mayor claimed to have received stating that the men were not in sympathy with the strike, the car men said that they had been concocted by persons discharged from their organization.

James B. La Sala, head of the car equipment branch of the employees' brotherhood, told a representative of THE SUN that he had made a careful canvass of the men in his department for the purpose of ascertaining their views on the strike and settlement, and that he had found them all well pleased. La Sala is the man who originated the demand for a 50 per cent. increase, and he expressed confidence that the men would eventually get the additional 25 per cent., which is to be made the subject of negotiations with the company.

Speaking of the attempts by I. W. W. agitators to capitalize the carmen's troubles, La Sala, who was approached by two of the type last week, said that they can make little headway excepting among the more illiterate foreigners in the service. "There is a difference between constructive and destructive radicalism," he said, "and our men know it."

With the close of the strike the men have returned to the headquarters provided for them by the Interborough Rapid Transit Company, but they were too greatly fatigued yesterday to hold an election of officers which had been scheduled, so they postponed it indefinitely. Connolly will run for reelection as vice-president of the Brotherhood of Interborough Rapid Transit Company. Employees and his election by an overwhelming majority is looked for.

SPARROWS POINT RIVETERS STRIKE

Employment of Non-Union
Men Said to Be Cause.

BALTIMORE, Aug. 19.—Approximately 3,500 men, composed chiefly of riveters and their helpers, employed at the Sparrows Point plant of the Bethlehem Shipbuilding Corporation went on strike today.

Officials of the company said the strike was due to the refusal of the men to wait for the adjustment of a dispute with the corporation over the employment of a non-union man in the riveting department, whose discharge they had demanded. Representatives of the strikers declared that an entire gang of non-union riveters was involved.

NEW CAR STRIKE THREATENED HERE

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are entitled by law not to be interfered with by false statement, threat, intimidation, assault or otherwise. You are entitled to my assistance and shall have it."

The receiver's answer has my approval.

"The brotherhood has asked for a conference with the receiver to-day and, on the question of wages, the receiver is directed to deal direct with the brotherhood."

In conclusion, I beg to say that if, notwithstanding the earnest effort of this court and its receiver to preserve this property for the public and for the thousands of people who have put their money into it and can ill afford to lose it, you or your clients cause a strike, the blame will rest where it belongs, and in this strike, so far as I am concerned, there will be no compromise until it is determined whether or not law abiding employees are to be left alone and whether or not the public will countenance interference with their necessary and convenience by those who insist on disrupting a lawful, orderly labor organization such as the Brotherhood of New York Railways Company Employees. Yours truly,

(Signed) JULIUS M. MAYNARD.

"District Judge."

After receiving this rebut Mr. Fridger visited the offices of the Public Service Commission with the hundred odd discharged men at his heels with the intention of appealing to Commissioner Nixon, but he found that official to be absent.

CIGAR CLERKS FIX DEMANDS.

Newly Organized Union to Ask
Better Conditions.

The newly organized union of retail cigar store clerks will vote on the demands to be laid before the employers at a meeting on Sunday at the Bohemian National Hall. The union includes about 200 employees of the Schulte, United and Edwin cigar stores.

As announced yesterday the proposed demands are for recognition of the union, \$1 an hour for store managers, \$24 a week for apprentices, 75 cents an hour for clerks employed longer than two weeks, and an eight hour day, forty-eight hour week.

In addition, inventory must be taken once a month, the duplicate to be left in the store at the time it is completed. New employees must join the union within two weeks after being hired, and any men discharged by the company must apply to the union for settlement of the grievance.

PRISON PROBE DEMANDED.

American Legion to Fight to Have
Guilt Punished.

Thorough investigation of the alleged abuses in military prisons of the American Expeditionary Forces, prompt punishment for the individuals responsible for these alleged wrongs, regardless of rank, and legislation to prevent their recurrence were demanded yesterday by the national executive committee of the American Legion in session at national headquarters, 19 West Forty-fourth street.

Resolutions were unanimously adopted endorsing the effort of the Congressional investigating committee to place responsibility for the brutalities alleged to have been practiced by military prison authorities in France and pledging the cooperation of local posts throughout the country to make the assistance of the legion effective.

Heads Editorial Association.

VICTORIA, B. C., Aug. 19.—Edward Albright of Galatin, Tenn., was elected president of the National Editorial Association here to-day. The association decided to hold its 1920 meeting in Boston, Mass.

3,500 ON GREEN LINE WIN RAISE OF 25 P. C.

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car employees who he said Receiver Hedges had discharged because they joined the Amalgamated. Judge Mayer in his reply upheld Mr. Hedges. He told Mr. Fridger that the Amalgamated had tried to disrupt the organization of street car men while they were running their cars under great difficulties during the Interborough strike, that if the Amalgamated caused a strike the blame would rest where it belonged and there could be no compromise until it is determined whether or not law abiding employees are to be left alone.

Mr. Fridger, after accusing Judge Mayer of having always been against unionism, gathered about fifty of the Interborough and green car discharged employees, marched to City Hall, found the Mayor was out, then marched to the Public Service Commission Building. There he ranged his followers against a wall of the Tombs prison, while he acceded to the commission's office to see Lewis Nixon and ask him to use his influence in obtaining reinstatement. Mr. Nixon was out. After talking with Deputy Commissioner Barrett and Mr. Nixon's secretary Mr. Fridger made an appointment to see the Public Service Commissioner at 10 A. M. to-day.

(Signed) JULIUS M. MAYNARD.

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City Must Bear I. R. T. Advance.

Other developments yesterday were: James L. Quackenbush, the Interborough counsel, conceded that the \$4,800,000 advance granted to the company's employees on Monday eventually would have to be borne by the city.

"Every dollar added to the payroll comes out of the city's pocket," he said. It would not come directly, he added, but through postponement for years of the time when the system would have any profit in which the city could share.

District Attorney Swann said he would press the investigation into Mayor Hylan's charge that the subway and elevated strike was caused by a criminal conspiracy between the company and its men. Mr. Swann, however, has not served as yet any of the fifty subpoenas he has ready for the Grand Jury inquiry.

He said he would have to consult Justice Weeks about the procedure to-day. Meanwhile the District Attorney, Police Commissioner Enright and others called on the Mayor and planned for preparing "a case that will stand every possible test." At the same time certain sceptics were willing to wager that, in view of the touchiness of the Interborough brotherhood men, the seat for possible prosecution would cool before long.

Receiver Hedges was expecting a committee of the employees of the lines under his wing and made them comfortable when they appeared at his office yesterday afternoon. They were headed by Thomas M. Fazzakerley, president of the brotherhood. They talked and smoked with Mr. Hedges behind closed doors. Later Mr. Hedges deplored any use of the word "demand" in relation to what had passed. The appropriate term, he said, was "request." Fazzakerley's principal request then was for a 25 per cent. increase for all the members of the eight "locals" of the brotherhood, this to date from last Sunday and to include the 10 per cent. advance granted the same employees last week.

Mr. Hedges read to the men Judge Mayer's letter authorizing him to deal with them. When the plea of the employees had been made known, the receiver called up Judge Mayer and was authorized to grant it. It was made known that the employees had other requests in mind, not yet formulated.

It was arranged that these should be taken up under the brotherhood's constitution, which provides for arbitration in case company and employees are not able to agree.

After asserting that the \$1,500,000 a year which the award adds to the company's payroll would "come out of fares," Mr. Hedges said he was not prepared to give a financial statement. He was reminded of his remark last week that the 10 per cent. increase then granted would just about eat up the additional revenue to be derived from the 2 cent transfer which the public has been buying since August 1, or \$600,000 a year.

He declined to indicate how the additional 15 per cent. could be obtained by a road already in bankruptcy on the 5 cent fare basis. Being asked if he would ask the city to let him raise the fare, he said that request already had been made and denied and that Public Service Commissioner Nixon had said that the matter might be taken up again in six months.

"But that," observed Mr. Hedges, "does not prevent us from asking for more before then."

"Did the employees threaten to strike?" a reporter inquired.

"Positively no," Mr. Hedges said. "They simply asked for more money because they said they needed it in order to live and absolutely had to have it."

Paid for Brotherhood Work.

The receiver also said that the members of the brotherhood committees would receive their regular pay for the time they have been off their usual jobs canvassing the sentiment of the brotherhood and negotiating with the receiver. Their constitution, approved by the company, permits the officers to buy themselves about brotherhood matters when necessary, without loss of pay.

Fazzakerley rode yesterday in a rather expensive automobile which he hired. He said that as the brotherhood exacted no dues it had no money except a little it raised by benefits.

Similarly, to the Interborough strike arbitrators will be paid their regular wages for the days consumed in bringing about the strike, but none of the men will get pay for Sunday and Monday, when they were on strike and technically out of the company's employ.

James L. Quackenbush, the Interborough attorney, spoke cheerfully of the outcome of the elevated and subway stoppage. He said that the men were "now back in the family" and that the "erring daughter had returned and been forgiven." But if any of them had violated the court injunction which ordered them not to call a strike Mr. Quackenbush was sure that man would be prosecuted. The evidence, he added, was not in hand. He had been told that the injunction was served on Patrick Connolly, the strike leader, at 3:30 A. M. Sunday, half an hour before the walkout, but was not sure this was true.

The employees have gone back to their old headquarters, 155 East Forty-second street, in a building owned and furnished by the Interborough, which the men abandoned during the two days of interruption of transit. Mr. Quackenbush said it was up to the brotherhood men whether the men discharged for attending a meeting of the Amalgamated association were reinstated by the company.

The company would do whatever the brotherhood wanted, but would itself have no dealings with the Amalgamated, which, said Mr. Quackenbush, had been guilty of three distinct breaches of contract with rapid transit companies in this city—one in 1905 and two in 1912, when there were strikes on the Third Avenue and New York Railways systems.

The increase of 25 per cent. to the Interborough employees would mean, Mr. Quackenbush said, that the company will have to borrow \$40,000,000 in the next five years. He based this estimate on a preliminary report regarding the company's financial condition made last week by Stone & Webster, who said that an eight cent fare was necessary. According to this report the operating deficit would continue, with reductions year by year, until 1924, when there would be a surplus of \$24,000. The accumulated deficits for the five years, beginning this year, would amount to about \$15,000,000, to meet which the company would have to borrow the money unless additional revenue in higher fares was provided. These figures were based on the rates of wages before the strike.

The strike award, estimated by Mr. Quackenbush at about \$5,000,000 annually, would in the five years add \$25,000,000 to the deficit, so that the total amount to be borrowed would be \$40,000,000, and because of the additional wages that must be paid the time at which the Interborough will begin to make money instead of lose it on its operating contracts is postponed for many years. Thus the day when the city will begin to share in the profits, after a season of "prior determinations" are taken care of, is pushed far into the future, as the company's experts view the situation.

Presumably methods of financing the wage increase were discussed yesterday by the Interborough directors, who had a meeting of which no report was to be obtained. Among those present were August Belmont, B. J. Berwind, Cornelius Vanderbilt, T. De Witt Cuyler and De Lancey Nicolai.

Higher Fare Promise Denied.

A rumor that some sort of an assurance from Gov. Smith of legislative action for increased fares was contradicted yesterday by Public Service Commissioner Nixon. He said:

"No such agreement, either direct, indirect or implied, was entered into by Gov. Smith and the Interborough officials. On the contrary, nothing of the sort was even hinted at, let alone discussed. I was present at the conferences and can answer authoritatively for the governor and myself."

Discussing the absence of Mayor Hylan from the conference that ended the Interborough strike, Mr. Nixon said:

"The Mayor was preparing to maintain law and order and to minimize as far as possible the acute inconvenience and hardship due to the strike. Had it been possible to utilize the great powers of his office he would have been called upon immediately. However, with an end in view and the factors through which settlement could be effected in hand, no time was to be lost or issues risked through needless conventionalities."

Commissioner Nixon added:

"The people of the city are tired of strikes and most impatient with those who bring them about."

"It has been shown that the men could have had their requests considered just as well while continuing work as by resort to a strike, which is hurtful to all interests."

"The destructive effect of even the most peaceful strike on utilities serving the public is terrific."

"I am now giving great attention to a recommendation to the Legislature that will prevent future strikes on public utilities, and am studying the subject from all angles."

"I trust the commission may receive the fullest advice on the subject from the press and the public."

"So that advice may be directed to solution and not discussion of troubles, I state that the plan in my mind does not contemplate enforced arbitration."

"But in the meantime it is my desire to impress upon the minds of leaders in labor matters that while concessions have been made to the very limit, demands based upon threats to strike will alienate the sympathy of those who aim to maintain service and can only react unfavorably upon these leaders, in the face of assurances to them that just consideration of their grievances and demands will be given if the men continue at work."

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BAY STATE FACES NEW CAR STRIKE

Eastern Massachusetts Men
May Refuse Award.

BOSTON, Aug. 19.—Intention to "stand firmly by the National War Labor Board's wage award, by which the public must pay \$1,000,000 more in wages this year to our men," was announced to-day by the public trustees of the Eastern Massachusetts Railway Company.

In a letter to the presidents of the fifteen local unions of employees the trustees called upon the men "to co-operate with us in protecting the public from such an outrage as the wilful repudiation of the award."

It was requested that the letter be read at meetings to-morrow night at which the men are to consider whether to accept the award. The War Labor Board awarded to the men approximately 10 cents an hour less than the employees of the Boston Elevated Railway obtained by independent arbitration.

A sub-committee of the conference board of the Eastern Street Railway employees answered the trustees' letter by a statement that there had been no agreement by the union to abide by the decision of the War Labor Board. Failure of the trustees to bind themselves was responsible for this fact, it was said.

James H. Vane, counsel for the Car Men's Union, to-day telegraphed to international officers at Detroit that a critical situation existed on the Eastern company's system and that "action of some kind" was needed. It was reported the telegram indicated that the men were likely to vote for a strike.

RACE RIOT IN MONTREAL.

Precipitated by Negroes' Attack
on White Watchman.

MONTREAL, Aug. 19.—A race riot in which whites and negroes battled in the streets, firing freely, occurred here early to-day and was quelled only after police reserves were rushed to the negro quarter, where the disturbance took place.

The disorder followed an attack which three negroes are alleged to have made on a white employed as a watchman in a hotel near the negro section. One of the trio, shot in the head when attempting to escape in an automobile, was arrested after he had been taken to a hospital.

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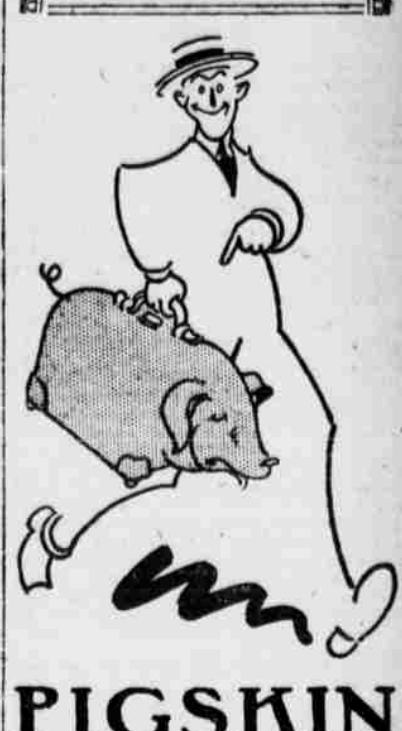
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The Cause for This Unprecedented Demand—

in the case of the other two sales, also holds good in this, the third and last.

Genuine black pigskin at the price of inferior grade leathers explains the success of the first two sales and our being able to carry-on with a third.

Slight irregularities in the natural color of the skins account for our having purchased these bags at a price enabling our counter-offer. These slight irregularities in no way impair the wearing qualities of the bags. Yours the savings if you take advantage of the sale!

At \$8.94

Regularly would be \$13.49

A five-piece bag of genuine black pigskin, with reinforced sewn-on corners, brass locks and clutches and double flat side-sewn edges. The interiors are leather lined and have three divided pockets.

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Regularly would be \$21.74

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B. Altman & Co.

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Choice Oriental Rugs
for which preparations of unusual magnitude
have been made
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on the Fifth Floor, and will be continued
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Notwithstanding the increasing scarcity of Oriental Rugs of the finer grades, and the difficulty of procuring any rugs whatever from the Orient at this time, the Rugs offered in this Sale—all of which have been selected from B. Altman & Co.'s enormous reserve collection and are eminently desirable from every point of view—have been marked at

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